

**TO REDUCE THE HIGH COST OF LIVING -- COOK RADISHES**

A simple remedy for the high cost of living is the use of radishes, not raw as commonly used, but cooked just like you would cook turnips. Not many housewives know this, but just try it once and you will be surprised at the result. Those who have tried it say it is really difficult to tell the difference between the turnip taste.

**DEO** FOR CATARRH and HAY FEVER  
 2 Dennis Eucalyptus Ointment  
 AT ALL DRUG STORES  
 TUBES 25C JARS 50C

**Put Your Boy Into Two-Horse Brand Overalls** (Genuine Indigo Dyed)  
 Best-looking, longest-wearing and cost no more than inferior kinds. Banded bib and swinging white drill pockets (not the old style patch pockets that so quickly wear through).  
 Look for this label—take no others  
  
 A new pair FREE if they rip.  
 AWARDED GRAND PRIZE AT P. P. I. E.  
 Made and Guaranteed by LEVI STRAUSS & CO., San Francisco

**Hard Wheat Flour**  
 FROM \$2.75 UP  
 GRANFILL & ROBNETT  
 Central Point

**CENTRAL POINT HERALD ONLY \$1.00 A YEAR**

**A FINAL WORD ON ROAD BOND BILL**

**Provides Immediate Construction of Permanent Highways Without Increasing Taxes.**

Much has been said in opposition to the good roads bond bill that has no bearing whatever on the measure and which could be designed only to poison and prejudice the voters against it. That being the case, the following pertinent facts are submitted for the information and thoughtful consideration of the impartial voter on the eve of the special election June 4th:

This road bond bill proposes the issuance of \$6,000,000 twenty-five year four per cent bonds for the construction of a system of state-wide hard-surfaced highways. The roads to be improved are designated in the bill and include the main-traveled roads throughout the state.

Adequate revenue has been provided by statute for paying both interest and principal and retire the bonds at maturity without increasing taxes. The money derived from the increased automobile license and the existing quarter-mile state road tax will pay the interest and retire the bonds and leave a substantial balance for the construction of other roads not enumerated in the bond bill.

The increased automobile license and the state road tax are provided by statutes now in effect and will have to be paid regardless of whether or not the road bonds are voted at the special election June 4th.

The automobile owner is willing to pay the increased license. All that he asks is that the license money, which has to be paid anyway, be expended in constructing the roads proposed in the bond bill. The automobile owner will provide all of the money necessary to meet the interest charges and retire the bonds. He fails to see why there should be any opposition to the expenditure of the money so provided in the construction of good roads, in view of the fact that it is his money that will pay for the improvements.

All of the money raised from the bonds will be expended under the direction of the State Highway Commission, appointed by Governor Withycombe. The Commission has announced that in expending the fund all sections of the state will be considered impartially. A dollar's worth of road construction for every dollar expended is guaranteed by the Commissioners, who have declared that they will purchase one or more paving plants and lay paving unless satisfactory bids are submitted by paving contractors. Ordinary common-sense business principles will also govern the Commissioners in their work of road building. Scarcity of labor and the reasonableness of war-time prices for materials will determine the time for inaugurating work and the scope of actual road construction. Road building will not be undertaken by the Commission unless conditions are favorable.

Approval of the road bond bill June 4th will be an indorsement of a plan that insures for the state the construction of a system of hard-surfaced roads with funds already provided by law and without increasing other taxes.

Vote 314 X YES and help "Pull Oregon Out of the Mud."

**PROVIDES GOOD ROADS WHERE MOST NEEDED**

I am for the road bond issue because I believe it will give us of Oregon good roads and at places where we have no good roads now, and

**ONE FARMER SAVES \$540 IN ONE YEAR**

**H. West, of Scappoose, Tells What Good Roads Mean to Him.**

H. West, farmer and dairyman, living near Scappoose, is an enthusiastic supporter of the road bond bill that will be before the voters for their approval at the special election June 4. He is for the road bonds because the value of good roads has been demonstrated to him conclusively. Through the construction of a macadam road by which he is enabled to send milk and cream to market by auto truck, Mr. West last year saved \$540.

"Before the macadam road was built," according to Mr. West, "I had to haul my milk and cream by team to Scappoose. But now an auto truck calls at my home daily, delivers my dairy products in the Portland market and on the return trip brings groceries and other supplies right to my door. Due entirely to the macadam road, my saving last year in marketing the products of my dairy alone was \$540. This estimate does not include the saving that has attended the marketing of my farm products and the delivery of freight and other supplies at my home.

"By hard-surfacing this macadam road, my savings due to improved roads will be even greater for with the completed road the cost of operating auto trucks will be further reduced. Yes, I am enthusiastically in favor of the road bond bill.

where we need them most. There is only one plan before us by which we may obtain some really good and serviceable roads and that is the present scheme of permitting the state to sell \$6,000,000 in four per cent serial bonds to be redeemed both in principal and interest by the revenue derived from a state tax on automobiles. If we do not adopt this plan we of Oregon will continue as we have already continued too long, with poorly drained, wretchedly located and miserably surfaced roads, impassable in winter and impractical and expensive at all times.—Rufus C. Holman, President of State Association of County Judges and County Commissioners.

**WHAT GOOD ROADS MEAN TO MOTORISTS**

Every motorist has observed how his car accelerates when he goes from an unimproved road to a stretch of hard-surfaced; but he may not realize how large a saving of power and gasoline that acceleration represents. If he were to travel over a hard even surface habitually instead of over the average country road, his gasoline bill would be greatly reduced. A motorist in Mississippi has figured out that hard-surfaced roads in his community save him \$30 per year in the gasoline consumed by a single car.

In the face of these facts, is there any possible reason why every automobile owner should not vote for the \$6,000,000 good roads bond bill?

Poor roads are very expensive things for country communities. The farmer who thinks that improved highways are mainly for the benefit of those who drive automobiles should reflect on the result of a recent investigation by the Department of Agriculture, which finds that the cost of hauling farm produce over ordinary country roads is 23 cents a ton, whereas over hard-surfaced roads it is only 13 cents.—Fact and Comment in Youth's Companion, May 10, 1917.

Next Tuesday at the Y. M. C. A. the Epworth League of the M. E. church will hold their annual election and social. All are invited to attend.

**C. P. H. S. Alumni Banquet**

Russell Harris, Central Point High School.

The annual business meeting and banquet of the High School Alumni Association was held in the Domestic Science Room of the School building last Friday evening. Most of this years class were present and cordially welcomed by the older members.

A dinner was served by the Junior girls. Mr. Cowley acted as toastmaster and gave everyone an opportunity to say something in regard to their school activities. The boys who have returned from college related some of their experiences of the past year.

None of the officers elected last year were present, so the business meeting was turned over to Roland Flaherty, and the following officers elected: Fred Taylor, president; Helen Parker, vice-president; and Vada Altumes, secretary-treasurer—all by the railroad method.

A resolution was passed to boost the erection of a new high school building as much as present conditions will permit, and a new office created. Russell Harris was elected chief scribe.

Everybody seemed to think Fred Taylor was getting bald-headed, but he said that his hair hadn't grown out yet.

Much regret was expressed over the loss of the fine corps of high school teachers this year. The teachers were questioned, but didn't seem to have any good reasons, so they must be "slackers."

Not as much spirit was manifested among a few of the Alumni members as might be expected, but those present were enthusiastic. With the large classes graduated in the past few years and a little organized effort, the association hopes to do a great deal in influencing the opinion of the community.

**Red Cross Making Up Comfort Bags**

The Central Point Red Cross Auxiliary is making up "comfort bags" for the soldiers. The following list of articles compose the contents of a "comfort bag":

Khaki-colored sewing cotton No. 30, white sewing cotton No. 30, white darning cotton No. 30, needles No. 5, darning needle, needle case; buttons, khaki-colored and white, medium size, in bags 3x5 in.; large thimble, blunt-pointed scissors, cake of soap, medium size safety pins, common pins, small comb, tooth brush, tooth paste, small round mirror, handkerchiefs, lead pencil, writing pad, envelopes and post cards, playing cards, collapsible aluminum drinking cup, pocket knife, shoe laces, tan.

Any of these articles will be gratefully received by the local Red Cross. Any merchant willing to furnish anything on the list at cost should see the chairman, Mrs. Palmer.

How many people coming here looking for a new location would stop, if Central Point had no paper?